

PRICE \$2.50 PER MONTH

NEW ADVERTISEMENTS

CITY HALL, HONGKONG.
AN ENTERTAINMENT
will be given on
SATURDAY,
the 11th May, 1899,
by the
FRENCH VAUDEVILLE & CONCERT
COMPANY.
Just arrived from the French Colonies
ONLY ONE REPRESENTATION.
The Company leaves for Malacca on MON-
DAY, the 13th May.

PROGRAMME.—

Overture. ORCHESTRA!
JABIN AND NANETTE,
Vaudoville in one act.
Jabin. Mons. CHARBON
Nanette. Mlle. ANGELINA
Griffard. Mons. BRESCIA
Extrac'ts of 15 Minutes.
PART II.
Intermediate Concert of Eight Numbers, for
which see Programme.
Extrac'ts of 15 Minutes.
PART III.
QUAND ON EST A LA PORTE.
Scène de la vie nocturne.
Fervola Passarola. Mons. CHARBON
Guillerote. Mlle. ANGELINA
GOD SAVE THE QUEEN.
Tickets may be obtained at Mr. W. BREWEN'S
under Hongkong-Hotel.
Dress Circle. 52.00
Stalls. 1.50
Private Boxes. 1.00
Non-commissioned Officers and privates of the

Army and Navy half price to the 25th and 26th.

BRESCIA.

Manager, 1862

Hongkong, 9th May, 1889.

NOTICE

I HAVE This Day Established myself as a
SHARE and GENERAL BROKER
S. R. BOMANJI.
Hongkong, 9th May, 1889. 1861

THE SELAMA TIN MINING
COMPANY, LIMITED.

APPLICATIONS for the Post or
SECRETARY to the above Company should
be sent in to
WOTTON & DEACON.
— Solicitors,
35, Queen's Road.
Hongkong, 9th May, 1889. 1863

TO LET,
Possession from 1st June, 1889:
HOUSE No. 1, "CAMERON VILLAS" East
Peak
THREE SPACIOUS FIVE ROOMED
HOUSES at MOUNT KELLET, Peak. Gns
laid on.
Apply to
H. RELILIOS & Co.
Hongkong, 9th May, 1889. 1854

CANADIAN PACIFIC STEAMSHIP COMPANY.

WANTED A SURGEON for the Steamship *Port Augusta*, to join the Vessel in Hongkong.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 8th May, 1889. | 963

GEO. FENWICK & Co.,
LIMITED.

THE STATUTORY GENERAL MEET.

in the Hongkong Hotel, on WEDNESDAY,
the 15th May, 1889 at 4 o'clock p.m.

GEO. FENKING,
General Manager.

Hongkong, 9th May, 1889. 1966

SELLING OFF CHEAP.
OWING TO THE CLOSING OF THE BUSINESS.

THE WHOLE STOCK-IN-TRADE of the
STORE 21 and 23 Pottinger Street.
A fair offer for the whole Stock would be
accepted.

Apply to
J. F. SCHEFFER.
Hongkong, 9th May, 1889. 197

SINGAPORE INSURANCE COMPANY,
LIMITED.

HONGKONG SHAREHOLDERS are
requested to apply to the Undersigned
for Warrants for the Dividend declared at the
General Meeting held in Singapore on 27th
April.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 9th May, 1889. 198

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

NOTICE—CHAU OHOI WAI alias
CHAU OHOI FAI, lately Owner of
Fishing Junk No. 1909 at Aberdeen in the
Colony of Hongkong, having been adjudged a
Bankrupt upon a Judgment Debtor Summons
issued on the application of **Chen Tai**, of
Apichow, in the Colony of Hongkong, Solicitor,
in and to the said CHAU OHOI FAI, is hereby
required to surrender himself to **BENON**
SHEPHERD, Esquire, the Acting Registrar of
the said Court, at the **FIRST MEETING** of
CREDITORS to be held by the said Acting

of May, 1889, at 11 o'clock in the forenoon
precisely at his Chamber, Supreme Court.
The said BRUCE SHAPLEIGH, the Official
Assignee of the said DEWEY and MOSKOW are
the creditors in the said Bankruptcy.

All persons indebted to the said Bankrupt or
who have any Property or Effects of his in their
possession are hereby warned not to pay or
deliver the said Property or Effects to any
person, until the said Public Sitting will hereafter be appointed
by the said Court for the said Bankrupt to pass
his Final Examination, and to make application
for his discharge, of which said Sitting Notice
will be given in the *Herald* and *Evening* News.

At the First Meeting of Creditors, the
Acting Registrar will receive the Proof of the
Debts of the Creditors, and the Creditors who
shall have proved by the said Assignees, are
hereby directed in value of the said Creditors,
are hereby directed to choose at such meeting
an Assignee or Assignees of the Bankrupt's
Estate and Effects to be called the Creditors'
Assignee or Assignees of the said Bankrupt.

Witness my hand and Seal of May, 1889.

959] DENNIS & MOSBRO
Solicitors in the matter,
60, Queen's Road Central,
Hongkong

FOR SHANGHAI

THE Steamship
"YANGTSEZ,"
Captain C. Tommingen, will be despatched for
the above Port TO-DAY, the 8th instant,
at FIVE P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 8th May, 1889. 952

FOR YOKOHAMA AND HIOGO.

THE Steamship
"CASSANDRA,"
Captain H. C. Thomsen, will be despatched for
the above Ports TO-MORROW, the 10th inst.,
at TEN A.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Agents.
Hongkong, 8th May, 1889. 953

SHIPPING IN PORT.

SHIPPING IN JAPANESE WATERS.

TO BE LET.

WANTED TO RENT

FURNISHED HOUSE, containing THREE BEDROOMS, in a healthy situation, for July, August, and September. Address, stating position and terms, to "H." Daily Press Office, Hongkong, 8th May, 1889. [945]

TO BE LET.

With Immediate Possession. FIRST FLOOR of the Premises in the occupation of Messrs. ENOCH & SONS, containing 3 ROOMS with a bathroom, and a kitchen. Also GROUND FLOOR in Duddell Street, suitable for Office or Godown. Apply to A. R. MARTY, Hongkong, 8th May, 1889. [946]

TO LET.

With Immediate Possession. THE GROUND FLOOR of No. 139, Queen's Road East. The Backyard has a well of very pure Spring water. It would be very suitable for a Soda Water Manufactory. And to let on the 1st June. No. 5, ARSENAL STREET, the TWO STOREYS are well fitted European Quarters and have Water laid on. For further Particulars apply to J. M. ARMSTRONG, Auctioneer, Queen's Road, Hongkong, 8th May, 1889. [1307]

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns. STEAMER CARGOES discharged on favorable terms. Also BULKY GODOWNS to LET. Apply to MEYER & CO., Hongkong, 2nd July, 1887. [1246]

TO LET FURNISHED.

From about 1st June for 4 Months. N. O. 4, MORRISON HILL. Apply to ARTHUR K. TRAYERS, General Post Office, Hongkong, 2nd April, 1889. [983]

TO LET FURNISHED.

N. O. 7, BELLIOS TERRACE—From the 15th May to 31st July. Apply to SURGEON MAJOR ROBBINS, Hongkong Club, Hongkong, 2nd May, 1889. [985]

TO LET.

CORNER HOUSE, No. 15, GAGE and CREAM STREET. Apply to D. B. TATA, Hongkong, 2nd May, 1889. [986]

TO LET A GODOWN.

(With Immediate Possession). UPPER FLOOR No. 3, BLUE BUILDINGS. Apply to ARNOLD KARBURG & Co., Hongkong, 1st May, 1889. [903]

TO BE LET.

SMALL EUROPEAN HOUSE No. 147, QUEEN'S ROAD EAST. Apply to LINDSEY & DAVIS, Hongkong, 29th April, 1889. [987]

TO LET.

N. O. 31, PEEL STREET. EDWARD GEORGE, 5, Queen's Road, Hongkong, 17th April, 1889. [798]

TO LET.

THE DWELLING HOUSE No. 2, DOUGLAS VILLAS. Possession from 1st May. Apply to DOUGLAS LAPRAIK & Co., Hongkong, 1st April, 1889. [968]

TO LET.

N. O. 1, 2 & 4, QUEEN'S GARDENS. Apply to G. C. ANDERSON, 13, Praya Central, Hongkong, 26th January, 1889. [1212]

TO LET.

A PART of a HOUSE in one of the healthiest positions of the Colony—5 ROOMS and a GARDEN. W. E. L. C. c/o Hongkong Dispensary, Hongkong, 11th March, 1889. [129]

TO LET.

OFFICES at No. 12, QUEEN'S ROAD, not occupied by the CHINESE INSURANCE CO., LIMITED, in Liquidation. SAMUEL J. GOWER, Secretary & Liquidator, Hongkong, 24th April, 1889. [943]

TO LET.

A BUNGALOW in GARDEN LOTS Nos. 3593, Kowloon. PART of VILLI LUCIA, Pokfulam, Furnished. One of the healthiest positions. Apply to D. MUSSO & Co., Hongkong, 5th April, 1889. [1259]

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NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO

EX O.S.S. CO'S S.S. "BARFEDON," FROM LIVERPOOL. Underwritten not later than the 15th inst. for shipment per steamer "STENTOR." BUTTERFIELD & SWIRE, Agents, Hongkong, 7th May, 1889. [939]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "SARFEDON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwritten, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on or after the 8th inst. Goods undelivered after the 15th inst. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. 15th inst. BUTTERFIELD & SWIRE, Agents, Hongkong, 7th May, 1889. [938]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship "CASSANDRA," Capt. Thomson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwritten and to take immediate delivery of their Goods from alongside. Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignee's risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent. Broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst. at 4 P.M. No Fire Insurance has been effected. SIEMSEN & Co., Agents, Hongkong, 7th May, 1889. [949]

UNION LINE.

NOTICE TO CONSIGNEES. FROM ANTWERP AND SINGAPORE. THE Steamship "CAMBODIA," Capt. Wildgoose, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwritten and to take immediate delivery of their Goods from alongside. Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignee's risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent. Broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst. at 4 P.M. No Fire Insurance has been effected. SIEMSEN & Co., Agents, Hongkong, 7th May, 1889. [949]

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship "TAISANG," having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained. Cargo remaining undelivered after the 9th inst. will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 16th inst. otherwise they will not be recognized. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers, Hongkong, 2nd May, 1889. [915]

CONSIGNEES OF Cargo by the above

Vessels are hereby requested to send in their Bills of Lading to the Underwritten for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense. SIEMSEN & Co., Agents, Hongkong, 2nd May, 1889. [906]

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON, PENANG, AND SINGAPORE. THE Steamship "GLENOGLE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained. Optional cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY. Cargo remaining undelivered after the 9th inst. will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 16th inst. otherwise they will not be recognized. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers, Hongkong, 2nd May, 1889. [909]

THE CHINA SHIPPERS' MUTUAL

STEAM NAVIGATION COMPANY, LIMITED. NOTICE TO CONSIGNEES. FROM GLASGOW, LIVERPOOL, AND SINGAPORE. THE Company's Steamship "OOFACK," having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained. Cargo remaining undelivered after the 9th inst. will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 16th inst. otherwise they will not be recognized. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers, Hongkong, 2nd May, 1889. [909]

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MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY, MAY 21ST, 1889.

SUNDAY LABOUR IN HONGKONG.

A letter on the Sunday labour question appeared in our columns a few days ago. The writer said:—"The real of the whole matter is the fact that the Sunday labour is at present unrepresented, except where those who are deprived of their seventh-day rest can be made to work on their own hands." What means we do not exactly know; if the law in the whole matter is indeed to be here it might be as well if the rev. man would endeavour to make the law a little clearer. We doubt, however, judging from the general tenor of his letter, whether he has in his own mind at all defined the position he has taken up. His subject, any more than have those following him. Their idea is simply that of a cessation of Sunday labour is an inalienable right, and they think when they for this inalienable right the Legislature should find some means of granting their wish. The petitioners may, however, be called upon to state on what grounds they think the law should be altered, whether by legislation, whether on purely moral grounds or on grounds of expediency.

If the former, then we claim, as the writers of civil and religious liberty, that we have no right to interfere, that it is to be unjust to forbid men to work on their seventh-day rest as it would compel them to work on a day which religion teaches them to hold sacred. In the latter case, the Government should not interfere either to prevent men from working or to compel them to work, but to leave every one free to do what he thinks right or most expedient under the circumstances in which he is placed. The circumstances of a certain number of men employed on board ships, that they should work on Sunday, owners not being willing, apparently, to let their ships should remain idle on that day. If these men by means of a trade union could secure for themselves a cessation of labour on Sunday they would be perfectly justified in doing so and we would be very glad to congratulate them on the result; but the Government cannot be called upon to interfere with the terms of contracts they make with their employers on the ground that they are contrary to religion, for the Government has no right to impose religious observances on anyone. If the cessation of Sunday labour is urged on the ground of expediency, then we answer that the expediency can be best determined for themselves by each particular class of industry.

The Rev. A. G. Gossens, who has been the cessation of Sunday labour as an inalienable right, we cannot agree that we have any right to make the acceptance but compulsory, especially when we know that only a small proportion of the population would receive it as a boon. The advocates of compulsory Sunday labour point to the Treaty Ports of China where, owing to the closing of the ports on the first day of the week, though to the extent that has been represented, they ask why Hongkong cannot do the same. Work on board ships on Sunday because it cannot go on without the presence of Customs officers, and that day the Customs officers have day. No one disputes the right of the Government to give its servants reasonable days, but for the indirect consequences of the holidays the Government is neither to praise nor deserving of blame. The fact of the Chinese Government is not merely to cause a cessation of labour on board ship; indeed so far is this from being a special case for the attendance of necessary officers. Then, say the Subscribers, charge a fee in Hongkong. But the Chinese ports the fee charged for the attendance of officers; in Hongkong the fee could not be levied on this point, and if levied at all must be by way of compensation for an offence. The Government would virtually be saying, "It is going to break the Sabbath, but you may do so on payment of a certain sum."—a position which of course a Government could not take up. The Government of Hongkong give its servants a holiday on Sunday, so far as stoppage of work is dependent on that, it has to be stopped. It is to be said, unfortunately as we think, looking at from this particular point of view, that a does not interfere with the work of loading or discharging vessels, but that is a later which it is beyond the province of government to interfere with. Mr. Gossens says in his letter:—"It is not advocated that all vessels should be punished for Sunday work; but that the discharging and loading cargo on board steamers and sailing vessels should be brought under the same conditions as it is in other British ports."—a discharging and loading of cargo on board steamers and sailing vessels is already done under the same conditions as it is in other British ports, save that the attendance of a Customs House officer is unnecessary.

The weakness of the case for compulsory Sunday labour is disclosed whenever its advocates are asked to state what it is that is to be gained by it. The Chinese Mail, in an instance, referring to what it is to be gained by it, says:—"One might as well say that all the English and foreign shopkeepers should open on Sunday in order that the Chinese might not obtain an advantage over them." But the shipping community

and the tradespeople are in exactly the same position in this respect; both are equally free either to work or not to work on Sunday as they may think fit. It is not by force of any statute law that the shopkeepers close on Sunday or that work goes on in the harbour. The N. C. Daily News, too, with a verandah we should hardly have expected to find in its columns, remarks:—"Surely the fact that the change would only benefit a thousand people at the outside is a proof that it would not be such a very violent measure, and lessens the difficulty of enforcing it, and we cannot believe that the combined wisdom of Hongkong would be incapable of making the change because there is no Custom House in Hongkong." The history of legislation abundantly shows that laws intended to be of only partial application are most difficult to enforce, and are, in many cases, attended with mischievous results. In the present case it is desired to obtain for a thousand persons out of a population of two hundred thousand a cessation of labour on Sunday, but, as the Daily News says, summarising the Governor's speech, while only a thousand people would be benefited by the change a hundred thousand would be affected by it. This proposition our contemporary does not dispute, nor has it been pointed out by any of the subscribers by what means cessation of labour could be enforced except by fine and imprisonment. Sunday labour, in short, has to be considered a crime, and if a crime in the case of one man a crime in the case of every man.

Our correspondent "Resident," whose letter appears in another column, traverses certain portions of our Monday's article on Sunday labour. As to the contention that the Government has no right to interfere between employer and employed, he says that the Government does so interfere whenever the latter are prevented by ignorance or weakness from making any attempt to better themselves, and instances the Factory and Merchant Shipping Acts as evidence of such interference. The Factory Acts were passed for the benefit of women and children. At one of the recent Trades Union Congresses a motion in favour of legislation regulating the hours of adult male labour was negatived by the labour representatives then assembled. The Merchant Shipping Acts are of course necessary to regulate the respective rights of seamen and their employers, but those Acts do not provide for any cessation of labour on Sunday. Moreover, while the vessels are lying in this port the crews are subject to the law of the colony. But the question of ignorance or weakness hardly arises in the case, as the class for whom the benefit of compulsory cessation of labour on Sunday is chiefly sought is, as we understand, the officers of coasting steamers rather than the fore-castele hands of vessels with European crews, though the latter would of course share in it. The officers of coasting steamers cannot be called either weak or ignorant. The next point "Resident" joins issue on is our statement that only a small proportion of those benefited by the proposed change would welcome it as a boon. It was hardly necessary for our correspondent to attempt to prove that the whole of the men on whose account it is desired to secure the holiday would regard it as a boon; but the Government has to consider not only the petitioners but the hundred thousand who would be benefited by legislation asked for in the interest of one thousand at most. The third point "Resident" takes up is "that if those who are at present compelled to work on Sunday desire relief there is no objection to their endeavouring to gain that relief by combination." To this, he says, no objection can theoretically be taken, but he points out the difficulties of combination amongst seamen. Yet we know that the seamen's unions have considerable influence in the large ports at home, and in Australia they have proved themselves sufficiently powerful to cause on many occasions great inconvenience to the owners of vessels calling at Chinese ports. It must be admitted that in a port of call like Hongkong it would be difficult for fore-castele hands on home steamers to effect any combination for the protection of their interests, but it is not so with the officers of coasting steamers, who could do so readily enough if they thought there was any occasion for it. If cessation of Sunday labour can be secured in this colony, as in England, by the force of public opinion, well and good, but to make Sunday observance compulsory by law would produce infinitely greater evils than the one it is desired to cure.

THE REPEAL OF THE CONTAGIOUS DISEASES ORDINANCES.

Notwithstanding the remarks of the Governor as to the hopelessness of any attempt to secure a continuance of the compulsory medical examination of public women, the unofficial members of the Legislative Council will no doubt feel it incumbent upon them, as a matter of conscience, to enter a protest against its abolition. His Excellency says he will give any such protest his strong support, but he fears they might just as well run their heads against a stone wall. What has happened in other colonies unfortunately shows only too clearly that this is the case. At Ceylon the Governor, in sending to the Colonial Office a draft of the Bill repealing the Contagious Diseases Acts, had been instructed to introduce into the Legislative Council, urged in the strongest terms, consideration of the decision of the Home Government. Having alluded to reasons for the continuance of the Acts, he wrote:—"I would in conclusion remark, although I am sure it is a sentiment which you fully share, that in the case of a colony

such as this, it is, except in case of real necessity, usually inexpedient and impolitic to force on its Legislature the acceptance of a measure to which not only the Government and Executive Council, but every individual member of the Legislative Council, official or unofficial (with possibly a single exception), is strongly opposed, and which is equally condemned by all sections, European and Native, of the community at large." The Secretary of State replied:—"I see no reason to reconsider the decision given in my despatch," and instructed the Governor to introduce as soon as possible the repealing Ordinance, and if it was too late to pass it in the session of Council then in progress, to at once suspend the operation of compulsory examination under the existing law without waiting for its repeal. The Ordinance was accordingly passed. In the Straits Settlements also, protest was ineffectual. At Gibraltar the Governor had simply to carry out his instructions, there being neither Executive Council nor legislative body in that fortress to consult in the matter. At Malta things were different. The Secretary of State's instructions to the Governor were equally peremptory as in the other cases, but the unofficial members being in a majority in the Legislative Council the repealing Ordinance was thrown out. The Governor informed the Secretary of State that such would be the case, but the Secretary of State insisted on the Bill being introduced. In his despatch he observed that the views he had previously expressed as to the desirability of repealing the Act had been "strengthened by the recent action of the House of Commons in resolving, without a division, in favour of the repeal of the similar Acts in India, and also by the action taken this year [1888] by the Italian Government in the direction of the abolition of the system of compulsory medical examination of prostitutes." He also said:—"The official members of the Council will be expected to give their votes in favour of the measure, but the elected members of the Council of Government, who are members of the Executive Council, will be free to do as they desire in the matter." The Bill was accordingly introduced, and on the 6th December, 1888, the Governor reported that "the second reading of the Contagious Diseases Ordinance Repeal Ordinance was moved yesterday by the Crown Advocate in the Council of Government. The Lieutenant-Governor spoke in favour of the repeal, and all the official members voted for it. All the elected members spoke and voted against the repeal, and the Ordinance was rejected by a majority of seven, the form of the rejection being a resolution, moved by Dr. Azzopardo, to the effect that the Ordinance be read a second time that day six months." His Majesty has power to enact laws for Malta by Order in Council, but after such an emphatic expression of public opinion it is scarcely probable that that course will be adopted in the present instance. If not, Malta will remain the only British possession where compulsory examination is in force.

The advantages of the system have been shown by the extent to which disease has been eradicated by it in that colony, and the population is evidently strongly averse to being deprived of the protection it affords. One of the members of Council said that in Italy they had found out their mistake, and quoted the following from *La Capitale* newspaper of 10th November:—"The honorable Chamber having become persuaded of the very serious inconvenience arising from the operation of the new regulations on prostitution, which, amongst other things, have brought a great derangement in the health of the military, has caused studies to be made for reforming these regulations, with a view to retain what is good in them without compromising public health and public morality." In the Straits Settlements the gravity of the mistake that has been made has already appeared. After one year's experience of the suspension of compulsory examination, the worst apprehensions have been not only confirmed but far exceeded. The hospital returns tell an unvarying tale of increase, and in the Singapore Out-Door Dispensary this class of disease "constituted 14 per cent. of the total admissions. Of syphilis alone, quite 24 cases as many cases attended as did in 1887." Taking the Garrison [we are quoting from the *Free Press*] and comparing the cases in the year 1887 with those for 1888, we find an increase of two hundred and seventy-three per cent., the strength of the troops being practically the same in both years. With regard to the navy there have been naturally greater difficulties in ascertaining how matters stand. The report of the last commission of the Ordinance not accessible, having been taken home. For purposes of comparison we state the figures for H.M.S. *Supplies*, which was at Singapore during part of 1888 and 1889 and H.M.S. *Orion* from last May up till about the end of December. H.M.S. *Supplies* with 230 men for 260 days gave an annual rate of 106.30 admissions per 1,000. H.M.S. *Orion* with a crew of 288 men for a period of 153 days gives an annual rate of 302.25 per 1,000, or about three times as many as in a "protected" year. And this is the state of things to which we in Hongkong are also to be exposed. It is true that some protection is afforded for the present by the voluntary submission of the women to examination, but there is no guarantee for its continuance. Indeed, the women's request that the examination might be continued was complied with a request that it should be conducted by a particular doctor, and it is easy to conceive that if a doctor were appointed who did not please them, or if any conditions were imposed that they did not like, the attendance would at once fall off. What safety the present system affords is, therefore, dependent on the slenderest of threads, while the fearful risk to which the colony is exposed is shown by the Singapore figures.

STEAM LAUNDRIES IN THE EAST.

Among the institutions which had a brief and not brilliant day in this colony—but which should under good management have been flourishing amsin—was the Hongkong Steam Laundry. European apathy and Chinese obstructiveness proved too much for a concern, which, for sanitary considerations alone, ought to have received the unanimous support of the whole of the British and foreign residents. It is not now our purpose to revive and repeat the details of all the objectionable processes through which our soiled linen has now to pass, or to enumerate all the risks we run daily of infection from skin and other diseases; experience has shown that sooner than take any trouble in the matter the majority of the residents are content to incur all these hazards, and put up with all disagreeables. That the British and foreign residents in Hongkong are not singular in their absolute submission to the native dilly is proved by the failure of attempts to establish sanitary steam laundries in Shanghai, Singapore, Rangoon, and Madras. Of course it is utterly disgraceful to the communities in all these places, but if they prefer to have their clothes beaten to rags on boulders, rinsed in filthy puddles, and got up in foul and insupportable hovels or close dirty shops, where small-pox or typhus fever not infrequently exist, no one can say them nay. The time is approaching, however, we think, when the present drying and washing grounds of the dobbies in Hongkong may be invaded by the builder, and they will either have to go right outside the limits of Victoria or conduct their operations in public laundries built by the Government. The above reflections have been induced by perusal of an article in the *Ceylon Times* descriptive of a steam laundry started in Colombo in which washing by machinery was resorted to. The article is well written, and appears to have been reduced almost to a fine art. This steam laundry, which is worked by Messrs. Hutton & Co., exists only, however, for the purpose of washing the P. & O. S. N. Co.'s ships' linen. The contract is for 60,000 pieces per month, and Colombo has been fixed on as the most convenient port of call for the vessels of the fleet to discharge dry linen and take on board a clean sheet. Having inspected the laundry, and seen how admirably it was worked, the representative of the *Ceylon Times* naturally put the question why such a laundry could not be established in Colombo for the convenience of the resident population, whereupon Mr. Hutton promptly said he would not take up such a scheme. The cost of collecting, sorting, and delivering private washing would, he said, be greater than the expense of mere washing, and the general public would not give the necessary support. It is clear that Mr. Hutton is well acquainted with the history of previous attempts to supply wholesomely washed clothes to Europeans in the East. As for the boycotting of the Laundry by the dobbies, that was a consideration, he said, which had no weight with him; he simply employed coolies, who did the work very well. The additional work and expense which washing for the public would involve were the consideration that deterred him from making the experiment. The wear and tear of the linen as washed by the perfect machinery in Messrs. Hutton & Co.'s establishment is very slight, and it will naturally pay the P. & O. Company to give the firm a better price than they would to the native dobbies to pound the linen to shreds in their customary method of washing it, to say nothing of the greater comfort secured to their passengers, who also have the comforting knowledge that the linen they use on the voyage is sweet and wholesome, from which they run no risk of contracting some foul disease.

PIRACY IN TONGKIN.

Notwithstanding the recent submission of several bands of pirates in Tongkin to the French Authorities, these lawless depredators still flourish in that restless country. On the 8th ult. about sixty of these brigands stopped three boats proceeding from Quang-yen to Haiphong, and after striking off the head of one passenger who ventured to resist they plundered the rest and left them. On the 16th a larger band were less fortunate in an encounter they had with the Civil Guard of Hanoi, when thirty of the ruffians were killed and eleven made prisoners, a number of arms being also seized. Whenever the French troops can manage to engage a band of these pirates they invariably inflict severe loss on them, but ordinarily the enemy take good care to avoid such a meeting, and prefer to prey on the people and assassinate small parties of incautious foreigners. The existence of these brigands in Tongkin is a great drawback to the pacification of the country. They form a focus to which all the discontented and rebellious spirits of the population are attracted, and until they are made to feel that their predatory pursuits cannot be followed except at a terrible risk they are likely to continue to draw fresh recruits. As Mr. Scott says in his book on Tongkin, the Tongkinese are inherently lazy, and a wild lawless life has a strong attraction to them, as they are fond of bravado. The best plan the French could adopt, perhaps, would be to grant an amnesty to all who would lay down their arms before a certain date, and give notice that a war of extermination would be thereafter remorselessly waged against all bandits. A proportion of the reclaimed outlaws might be enrolled in the native contingent and after a time used for the purpose of hunting down so-called pirates, on the principle of setting a thief to catch a thief. Some vigorous measures should at all events be adopted in order to render life and property secure in territory under French rule. At present the trader who ventures beyond the con-

finer of the principal cities does so at the hazard of his life. This condition of things is of course sufficient to paralyse trade, and is at the same time destructive of French prestige. Of course we know that order cannot be restored in a day; that dacoity still exists in Upper Burma in spite of all efforts to suppress it; but there is far more security in that country than in Tongkin, and brigandage is in a fair way of being gradually wiped out. In Tongkin the foreign residents simply carry their lives in their hands when they quit the protection of the town garrisons.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 5th inst. There were present:—His Excellency the Governor, Sir WILLIAM DES VŒUX, K.C.M.G., Hon. F. STEWART, LL.D., Colonial Secretary, Hon. A. L. LITTLE, Colonial Secretary, Hon. H. E. WOODHOUSE, C.M.G., Acting Colonial Treasurer, Hon. N. G. MITCHELL-INNES, Acting Registrar-General, Hon. P. BYRNE, Hon. WONG SHUI, Hon. C. P. CHATER, Hon. J. J. KENNEDY, Mr. A. SETH, Clerk of Councils.

BIRTH AND DEATH RETURNS.

The Colonial Secretary laid on the table the birth and death returns for the year 1888.

THE FRENCH AND GERMAN MAIL STEAMERS ORDINANCES.

The Colonial Secretary laid on the table certain despatches respecting the French and German Mail Steamers Ordinances.

THE CHINESE EXTRADITION BILL.

The ACTING ATTORNEY-GENERAL—I beg to move the first reading of the Chinese Extradition Bill, the object of which is to amend the procedure with regard to the extradition of Chinese Criminals under the 21st Article of the Treaty of Peking.

THE PASSENGERS' RELIEF BILL.

The ACTING ATTORNEY-GENERAL—I have to move the second reading of this Bill. The object of the Bill is to extend the operation of the provisions of the Act of 1885 there is provision for forwarding passengers and for paying the expenses of passengers picked up at sea. Under the Amendment-Act of 1885 there is also provision for forwarding passengers who come to this Colony through no fault or neglect of their own and there is also provision making the expenses of forwarding them to their destination payable as Crown debts and recoverable from the owners of the ships.

THE COLONIAL SECRETARY'S SECONDED.

Bill read a second time. The Council then went into Committee on the Bill, and it having been reported without amendment, it was read a third time and passed.

BILL FOR THE PROTECTION OF WOMEN AND GIRLS.

The Council resumed Committee on this Bill. His Excellency—We have resumed Committee on this Bill, as hon. members may remember, in order to give hon. members an opportunity to refer to any section. The Ordinance is a very long one and certain important amendments were made at the last meeting. Of course if there are no observations to make, having finished the Ordinance, we may conclude Committee.

ADJOURNMENT.

His Excellency—I should like to have met again on Friday but I am not quite sure that we shall have anything ready. Honourable members may therefore expect to hear that there will be no other meeting this week; otherwise there will be one on Friday.

DESPATCHES RESPECTING THE FRENCH AND GERMAN MAIL STEAMERS.

The following despatches were laid on the table of the Legislative Council on the 5th inst.:

GOVERNOR OF HONGKONG TO SECRETARY OF STATE.

Hongkong, 8th August, 1888.

My Lord—I have the honour, at the request of the Hongkong General Chamber of Commerce, to forward a Petition addressed to Her Most Gracious Majesty the Queen, with reference to the Ordinances of the Colony which grant to the French and German Mail Steamers the status and privileges of men-of-war.

2.—I forward also two letters from the Chamber in connection therewith.

3.—I postpone, for the present, the comments which I intend to make upon the Petition, inasmuch as their nature will greatly depend on the result of a correspondence which is now going on with the Consul for France in this Colony on the subject of the enforcement of process issued from the Local Courts.—I have, &c.,

(Signed), G. WILLIAM DES VŒUX.

The Right Honourable the Lord Knutsford, G.C.M.G.

[The petition was published at the time it was forwarded.]

CHAIRMAN, CHAMBER OF COMMERCE, TO GOVERNOR.

Hongkong, 27th August, 1888.

Sir,—The Chamber of Commerce of Hongkong has always protested against the rights and privileges conferred by the Ordinances of the French and German Mail Steamers, and lately on these of the German Mail Steamers.

These Ordinances, as appears from the published Agenda, to be introduced into the Legislative Council again tomorrow to be re-considered for another year.

The Chamber begs to support its protest, but, as it is about to petition Her Most Gracious Majesty the Queen on the subject, will not now set out the reasons therefor. Furthermore, these reasons are already well known to the Government.

I have the honour to request that you will lay this letter before His Excellency the Governor at the earliest opportunity.—I have, &c.,

(Signed), P. BYRNE.

The Honourable F. STEWART, LL.D., Colonial Secretary.

CHAIRMAN, CHAMBER OF COMMERCE, TO GOVERNOR.

Hongkong General Chamber of Commerce, Hongkong, 24th September, 1888.

Sir,—Referring to the Chamber's letter of the 27th ultimo, and to previous correspondence on the same subject, I have the honour, on behalf of the committee of this Chamber, to submit to the Committee of the Chamber, to the Most Gracious Majesty the Queen, with reference to the Ordinances of the Colony granting to the steamers of the Messageries Maritimes and Norddeutscher Lloyd's Companies the status and Privileges of Men-of-War, and to request that His Excellency the Governor will be good enough to forward the same by the outgoing mail. I have, &c.,

(Signed), P. BYRNE, Chairman.

The Honourable F. STEWART, LL.D., Colonial Secretary.

GOVERNOR OF HONGKONG TO SECRETARY OF STATE.

Hongkong, 5th November, 1888.

My Lord—Referring to the 8th paragraph of my Despatch, No. 280, of the 8th ultimo regarding the status of the French and German Mail Steamers, I have now the honour to forward the correspondence therein referred to.

2.—As regards the petition presented to have taken place at the French Consulate and on board the Messageries Maritimes steamer *Natal*, I am satisfied that the French Consul's version of the affair is strictly correct, and, if Messieurs Lloyds and Norddeutscher Lloyd's Companies are to be exempted from the payment of the charges made against him, Yon Lorch would not have been troubled with this correspondence. When, however, the Consul for France goes on the state his views of the privileges accorded to French Mail Steamers, and virtually makes it a matter for his discretion whether the process of the Supreme Court of the Colony shall be served on the Messageries Maritimes steamers or not, it is impossible for me to follow him in his contention.

3.—In view of the fact that there is, I understand, no real reciprocity in this matter, it is humiliating enough that the exercise of the jurisdiction of our courts within our own waters should be given nominally subject to the discretion of a Foreign Consul. But the case is taken entirely out of the region of sentiment, and involves substantial injury when the Consul claims to make real use of this discretion, by discriminating in respect of cargo and passengers, and what he will not support, and plainly indicates as in the latter category, all such as do not happen to be in accordance with the law of France.

4.—Under the circumstances I venture to suggest as a mode of acquiescence and of the consideration of His Majesty's Government the question—

(1) Whether the privilege of extrajurisdiction is in practice extended to British Mail Steamers in Foreign Ports;

(2) Even if it is, whether advantages from this source to Foreign Powers and against Great Britain;

(3) Whether it is in principle just that this privilege should be extended to vessels coming to Hongkong from Foreign Ports, and with others which are without it; and

(4) Even if the privilege must be maintained, whether it should not be in the case of France be subject to an arrangement similar to that already made with Germany and with Austria, under which the vessels are to be subject to the jurisdiction of the local courts, but the privilege of exemption from the payment of the charges is to be maintained.

(Signed), G. WILLIAM DES VŒUX.

The Right Honourable the Lord Knutsford, G.C.M.G.

GOVERNOR OF HONGKONG TO SECRETARY OF STATE.

Hongkong, 21st January, 1889.

My Lord—With reference to my despatch, No. 308, of the 5th of November, and to previous correspondence on the subject of the privilege of extrajurisdiction granted to French and German Mail Steamers, I deem it right to bring to Your Lordship's notice a fact which has recently occurred here and which, having given rise to some public indignation, was the subject of a question in the Legislative Council.

2.—On the 10th instant a warrant was issued from the Supreme Court of Hongkong for the arrest of one E. C. Passmore, a debtor, I believe, to a considerable amount in this Colony, who had taken passage to, and was actually on board of the Messageries Maritimes Steamship *Orion*, then on her way to leave the port. The Acting Registrar of the Supreme Court despatched a bailiff to the French Consul with the Warrant, and a request in writing to facilitate its execution, and accordingly the Consul endorsed the Warrant in the following terms:—

"Le porteur au autorisé à arrêter M. E. C. Passmore à bord du Paquebot postal Français *Orion*."

To which he subscribed his signature and affixed his official seal.

3.—The bailiff thereupon proceeded to the French Mail steamer, where he presented himself to the Captain and producing the Warrant explained the cause of his presence on board. The Captain appears to have refused at first to permit the arrest; and when he was told that the Consul's endorsement upon the Warrant, he declared that it did not satisfy him, and required a written order authorizing him to allow Mr. Passmore's removal. Finally, however, having been communicated by his Consul, who happened to be then on board a French man-of-war, he consented to the arrest being effected, and Passmore, accordingly, accompanied the bailiff on shore.

4.—It turned out subsequently that the accompanying doctor had sufficient funds with him for the payment of all his creditors, and the affair caused special indignation on account of a belief that he would have succeeded in escaping, and in thus defrauding his creditors, but for the accidental presence in the harbour of a French Ship of War.

5.—Though this belief has proved to be incorrect, the incident nevertheless serves to illustrate the extent to which the enforcement of law in one case was rendered practically impossible by the direction of foreign shipmasters, and the anomaly of conceding the privilege of ships of war to vessels carrying passengers for hire.

6.—I enclose copies of a letter from the Acting Registrar, reporting the occurrence, and of an endorsement, together with certain minutes relating to this case.—I have, &c.,

(Signed), G. WILLIAM DES VŒUX.

The Right Hon. the Lord Knutsford, G.C.M.G.

SECRETARY OF STATE TO GOVERNOR OF HONGKONG.

Downing Street, 12th March, 1889.

Sir,—I have the honour to acknowledge the receipt of your despatch, No. 261, of the 8th October last, transmitting a Petition to the Queen from the Hongkong Chamber of Commerce, relative to the privileges enjoyed by Foreign Mail Steamers in British ports.

I request you to inform the Chamber that their petition was laid before Her Majesty, and that the question of these privileges is engaging the attention of Her Majesty's Government, and that a further communication will shortly be made to you on the subject.

I have at the same time to inform you that your despatches, notified to the Chamber on the same subject, have been duly received and communicated to the Secretary of State for Foreign Affairs.—I have, &c.,

(Signed), KNUTSFORD.

Governor Sir G. William Des Vœux, K.C.M.G., &c., &c., &c.

ly a Government, and that a further communication will shortly be made to you on the subject. I have at the same time to inform you that your despatches, notified to the Chamber on the same subject, have been duly received and communicated to the Secretary of State for Foreign Affairs.—I have, &c.,

(Signed), KNUTSFORD.

Governor Sir G. William Des Vœux, K.C.M.G., &c., &c., &c.

THE BIRTH AND DEATH RETURNS FOR HONGKONG IN 1888.

The Registrar General's returns of births and deaths for the year 1888 were laid on the table of the Legislative Council on the 5th inst.

In the British and Foreign community there were 193 births and 249 deaths. The deaths are divided as follows:—European exclusive of Portuguese, 78; Portuguese, 78; Indians, 26; Non-residents, 20. Amongst the Chinese there were 1,465 births and 5,785 deaths. The grand total gave 1,658 births and 6,034 deaths.

The annual birth and death rates per thousand for the year are as follows:—British and Foreign, 20.2 and 24.9 respectively; Chinese, 18.06 and 39.28 respectively (estimated population 179,530); birth rate 2.14 (death rate 32.22); total population (estimated 190,223); total individuals in working population, birth rate 2.73, death rate 31.72.

Of the total of 6,034 deaths 3,018 were due to legitimate causes, 483 to constitutional diseases, 1,965 to local diseases, 75 to developmental diseases, 18 to parasitic diseases, 15 violent deaths, and 267 undiagnosed and unknown.

THE CHINESE EXTRADITION BILL.

The Chinese Extradition Bill, which is to be read a first time in the Legislative Council this afternoon, is published in Saturday's *Gazette*.

The present law on the subject is contained in Ordinance No. 2 of 1871, which was passed by the former Provisional Government of the Colony, on complaint, or information, or communication made by any officer of the Chinese Government, or by order of the Governor may issue a summons or warrant for the arrest of any Chinese subject in the colony, and investigate the alleged crime or offence in the same manner as if such person were charged with a crime or indictable offence under the law of the Colony, and that the depositions in the case are to be forwarded to the Governor.

The preamble of Ordinance No. 2 of 1871 recites the 21st Article of the Treaty of Peking, 1860, providing that "if either of the two Governments shall have cause to believe that a Chinese subject in the colony, or on board the British ships there, they shall, upon due requisition by the Chinese Authorities, be searched for and on proof of their guilt be delivered up," and states that "in order to give effect to the provisions of the said Article, the Governor is empowered to issue warrants for the arrest of Chinese subjects in the colony, and on board the British ships there, they shall, upon due requisition by the Chinese Authorities, be searched for and on proof of their guilt be delivered up," and states that "in order to give effect to the provisions of the said Article, the Governor is empowered to issue warrants for the arrest of Chinese subjects in the colony, and on board the British ships there, they shall, upon due requisition by the Chinese Authorities, be searched for and on proof of their guilt be delivered up."

In almost every case that has come before the Court the offence has endeavored to make a point out of the words in the Peking Treaty, "and on proof of their guilt be delivered up," and has endeavored to make a point out of the words in the Peking Treaty, "and on proof of their guilt be delivered up," and has endeavored to make a point out of the words in the Peking Treaty, "and on proof of their guilt be delivered up."

The following is an abstract of the Bill:—

Section 1.—Short title. 2.—Repeal. 3.—Interpretation. 4.—Application of Ordinance. 5.—Restrictions on surrender. 6.—Liability. 7.—Warrant of arrest. 8.—Duties of a Magistrate upon receipt of such order. 9.—Surrender. 10.—When a fugitive criminal is brought before a Magistrate, he shall hear the case in the same manner, and have the same jurisdiction and powers, as a Magistrate would have if the prisoner were brought before him charged with an indictable offence committed in the colony.

11.—If at the hearing before a Magistrate such evidence is produced as would justify the provisions of the Ordinance in relation to the offence of the fugitive criminal for trial at the Supreme Court if the crime of which he is accused had been committed in the colony, the Magistrate shall commit him to Victoria Gaol to await the order of the Governor.

12.—Before ordering a fugitive criminal to be discharged the Magistrate shall cause notice of his intention to receive such order to be served on the Crown Solicitor.

13.—Upon the expiration of fifteen days from the date of the Magistrate's order of committal, or if a writ of Habeas Corpus has been issued, and if upon the return to the writ the Supreme Court has not discharged the fugitive criminal, immediately after the decision of the Court, or after such further period in either case as the Governor may think fit, the Governor may, by warrant, cause the fugitive criminal to be arrested, and the fugitive criminal to be surrendered to such person as the Governor considers to be authorized to receive him on behalf of the Chinese authorities, and the fugitive criminal shall be surrendered accordingly.

14.—If the fugitive criminal while in the colony escapes out of any custody into which he has been delivered in pursuance of a Magistrate's order, or if he escapes out of any

